

WEST DAVIS CORRIDOR EIS

Stakeholder Working Group Meeting

August 3, 2010



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GOALS FOR TODAY

- Review the Purpose and Need
- Review Alternatives
- Review Screening Criteria



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AGENDA

- 11:30 am Introductions and lunch
- 11:45 am Project status
- 11:50 pm Purpose & Need review and comment summary
- 12:05 pm Alternatives Development
 - Identification of initial alternatives
 - Screening Criteria
 - Maps exercise
- 1: 20 pm Next steps
- 1:25 pm Evaluation
- 1:30 pm Conclude



EIS PROCESS



Scoping



Purpose
and Need



Alternatives
Development
& Screening



Impact
Analysis



Draft EIS



Public
Hearing



Final EIS



Record of
Decision

F
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C
U
S



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Purpose and Need



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PURPOSE and NEED

- Released for review on May 7, 2010
- Reviewed during May 19, 2010 Stakeholder Meeting
- Comment period ended June 7, 2010
- Received 50 comments



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PURPOSE and NEED

Primary Purposes

- **Improve Regional Mobility by Reducing Roadway Congestion.** Improve regional mobility for automobile, transit, and freight trips by reducing user delay on the road system compared to the No-Action conditions through the consideration of all transportation modes.
- **Enhance Peak-Period Mobility.** Enhance mobility during the AM and PM peak periods for the main travel direction (north-south) to help accommodate the projected travel demand in the study area in 2040.

These purposes will be used to screen the project alternatives.



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PURPOSE and NEED

Secondary Objectives

- **Improve Regional Mobility by Enhancing Transportation Mode Relationships.** Improve regional mobility by enhancing transportation mode (roadway, transit, and pedestrian) relationships compared to the No-Action conditions.
- **Support Local Growth Objectives.** Support the objectives of the adopted local land-use and transportation plans for communities west of I-15 in Weber and Davis Counties.
- **Provide Increased Bicycle and Pedestrian Options.** Provide increased bicycle and pedestrian options consistent with the adopted local and regional plans in the parts of the study area in Weber and Davis Counties.

These objectives will be used to refine the project alternatives.



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PURPOSE and NEED

Comments Summary

- Agreement on purpose and need
- Accuracy of socioeconomic data
- Objectives should consider environmental values
- Disagreement on need
- Accuracy of travel demand forecast
- Accuracy of description of previous studies
- More emphasis on modes
- Delay per vehicle should be included



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PURPOSE and NEED

Modifications based on Public and Agency Comments

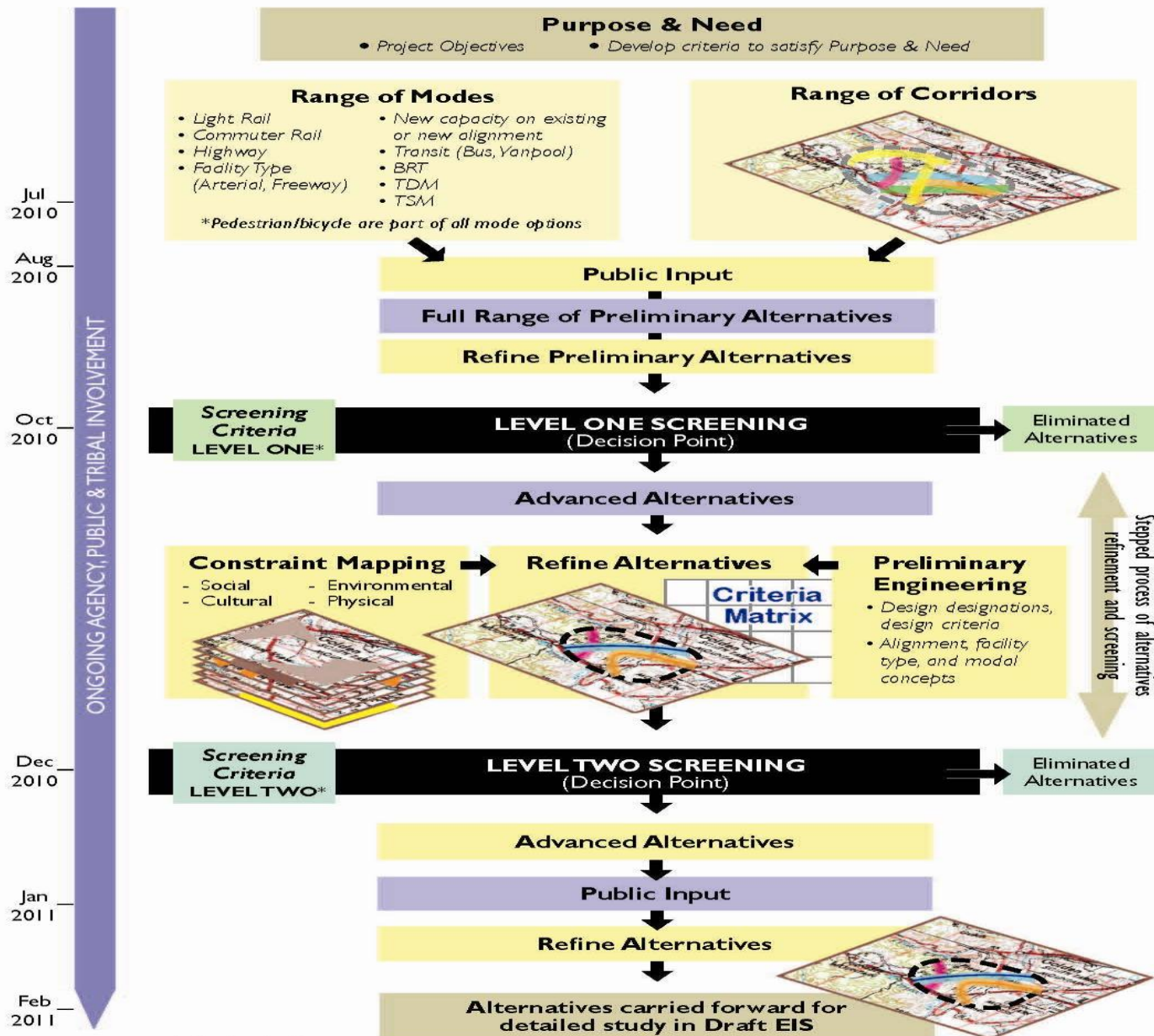
- Included more information on the following:
 - Mode share for transit and pedestrians/bike
 - Freight data
 - Added absolute growth figures
- Reviewed the following:
 - Travel demand accuracy related to comments
 - Socioeconomic data



Alternative Development and Screening



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* See back side



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PRELIMINARY ALTERNATIVE DEVELOPMENT

- Previous Studies
- Scoping Period Comments
- City Plans
- Stakeholder Working Group
- Public Input
 - August 3 to 5, 2010



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STEPS IN THE ALTERNATIVE SCREENING PROCESS

Step 1: Screen alternatives against the Purpose and Need.

- Screen modes
 - TSM/TDM, transit, roadway, and combination
 - What type of transit and roadway systems
- Screen alignments (west, central, east)

Step 2: Refine alignments using the secondary project objectives, including human and environmental factors.



STEP 1: PURPOSE AND NEED SCREENING

Table 1. Level 1 Screening Criteria for the Preliminary Alternatives

Criterion	Measure ^a
Reduce delay (improve regional mobility)	<ul style="list-style-type: none">• Substantial reduction in daily hours of delay• Substantial reduction in lost productivity (dollars)^b
Reduce congestion (enhance peak-hour mobility)	<ul style="list-style-type: none">• Substantial reduction of lane-miles of roads operating at level of service (LOS) E and F in the PM peak period• Substantial reduction of vehicle-miles traveled (VMT) in congestion during the PM peak period• Substantial improvement in vehicle-hours traveled (VHT) at LOS D or better during the PM peak period
Have adequate capacity	<ul style="list-style-type: none">• Transit alternative would have enough capacity to meet ridership demands• Roadway alternative would be designed to achieve LOS D or better in the PM peak period

STEP 2: REFINEMENT - Optimization and Avoidance

Table 2. Level 2 Screening Criteria

Criterion	Measure
Access to transit and pedestrian facilities	<ul style="list-style-type: none">• Number of mode transfer locations (for example, park-and-ride lots, bus stops, and so on).• Mode share.• Rate of growth in VMT.
Support for local growth objectives	<ul style="list-style-type: none">• Alternative considers objectives of local and regional land use and transportation plans^a.
Impacts to trail connections	<ul style="list-style-type: none">• Number of trails that will be interconnected.
Cost, technology, and logistics	<ul style="list-style-type: none">• Estimated project cost (general).• Constructability given available technology.• Logistical considerations^b.

STEP 2: REFINEMENT *continued*

Impacts to natural resources

- Acres and types of wetlands and waters of the U.S. affected^c.
- Acres and types of sensitive wildlife habitat affected.
- Number of cultural resources affected (for example, historic and archaeological).
- Number of agriculture protection areas affected.
- Acres of floodplain affected.

Impacts to the built environment

- Number and area of parks and trails affected.
- Number of community facilities affected.
- Number of potential acquisitions.
- Number of Section 4(f)/Section 6(f) uses^d.

Extent to which the alternative meets the purpose and need

- Relative effectiveness of alternative with regard to regional mobility, peak-period mobility, mode interconnection, local growth objectives, and bicycle and pedestrian options compared to other alternatives. Similar alternatives could be combined to optimize performance.

STEP 2: REFINEMENT *continued*

Refine alignments by combining alternatives

Alternatives can be combined in Step 2.

- Similar alternatives can be combined.
- The goal is to develop reasonable range of alternatives.

Alignment screening is based on overall information.

- Step 2 evaluates the total number of impacts to resources.
- Criteria are not weighted, and impacts to individual resources are not considered.



TIMELINE FOR SCREENING ALTERNATIVES

- **May - July:** Develop preliminary alternatives using scoping comments and previous corridor studies and plans.
- **July - August:** Conduct Stakeholder Alternatives Workshop and Public Alternatives Workshop.
- **August–December:** Conduct screening.
- **January/February:** Present screening results.



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NEXT STEPS



- Comments on Screening Criteria due by August 24, 2010
- Monthly Updates
- Screen results meeting January/February 2010

Questions?



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